Gen. Pass Office S.P.R.R.
MAY 1 1897

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 13

FOR THE

SHASTA DIVISION.

5/1/97

TO TAKE EFFECT SATURDAY, MAY 1, 1897, AT 6.00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. A. FILLMORE,
Manager.

J. KRUTTSCHNITT,
General Manager.

J. S. NOBLE,
Superintendent.

G. F. RICHARDSON,
Master of Transportation.

SHASTA DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO.													TOWARD SAN FRANCISCO.									
Second Class.					First Class.				DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	TIME TABLE No. 13, May 1, 1897. STATIONS.	DISTANCE FROM DUNSMUIR.	First Class.				Second Class.					
			31 Through Freight. Daily.				17 Redding Passenger. Daily.	15 Oregon Express. Daily.				16 Oregon Express. Daily.	18 Redding Passenger. Daily			32 Through Freight. Daily.					
			P M LV 8.00				A M LV 7.00	P M LV 8.00		SAN FRANCISCO		A M AR 7.45	P M AR 5.45			A M AR 2.00					
			P M LV 7.30				P M LV 3.30	A M LV **5.15**	224.75	dn. RED BLUFF W.	98.68	P M AR 10.50	A M AR 9.40			A M AR **5.15**					
										10.29											
			8.20				s 3.55	f 5.41	235.04	Hooker	88.39	f 10.23	s 9.15			4.20					
										6.75											
			9.00				s 4.10	s 5.55	241.79	d. Cottonwood W.	81.64	s 10.07	s 9.00			3.50					
										6.70											
			9.50				s 4.23	s 6.10	248.49	d. Anderson	74.94	s **9.50**	s 8.47			3.20					
										6.25											
			10.35				f 4.35	f 6.23	254.74	Girvan	68.69	f 9.35	f 8.35			2.55					
										4.89											
			11.00 / 11.55 A M				4.45 P M AR	s 6.40 / 7.05	259.63	dn. REDDING W.	63.80	f 9.23 / s 9.18	8.25 A M LV			2.30 / 2.00					
										2.73											
			12.10				s 7.12		262.36	d. Middle Creek	61.07	s 9.10				1.45					
										2.92											
			12.25				s 7.20		265.28	d. Keswick	58.15	s 9.02				1.30					
										4.05											
			1.10				s 7.32		269.33	Copley W.	54.10	s 8.50				**1.10**					
										7.65											
			1.55				s 7.54		276.98	d. Kennet	46.45	s 8.26				12.30					
										4.54											
			2.15					f 8.07	281.52	Morley W.	41.91	f 8.11				12.05					
										3.65											
			2.34					f 8.18	285.17	Elmore	38.26	f 7.57				A M 11.45					
										7.28											
			3.34					f 8.45	292.45	Smithson	30.98	f 7.36				11.05					
										5.66											
			4.10					s 9.06	298.11	d. Delta W.	25.32	s 7.18				10.40					
										3.22											
			4.30					f 9.16	301.33	Slatonis (Spur)	22.10	f 7.03				10.15					
										4.00											
			4.58					f 9.29	305.33	Gibson	18.10	f 6.49				9.55					
										3.33											
			5.16					f 9.41	308.66	Chromite (Spur)	14.77	f 6.36				9.35					
										2.27											
			5.29					s 9.49	310.93	d. Sims W.	12.50	s 6.28				9.25					
										5.20											
			No Siding.					f No Siding.	316.13	Sweet Briar	7.30	f No Siding.				No Siding.					
										.50											
			6.00					f 10.09	316.63	Castella	6.80	f 6.07				8.55					
										2.90											
			6.25					s 10.19	319.53	d. Castle Crag	3.90	s 5.58				8.40					
										2.30											
			6.45					f 10.27	321.83	Chestnut	1.60	f 5.50				8.20					
										1.60											
			7.00 A M AR					10.33 A M AR	323.43	dn. DUNSMUIR W.	0.00	5.45 P M LV				8.10 P M LV					
			Daily.				Daily.	Daily.				Daily.	Daily.			Daily.					

SHASTA DIVISION: Dunsmuir and Ashland.

TIME TABLE No. 13, May 1, 1897.

FROM SAN FRANCISCO.

Second Class.	First Class.		DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	STATIONS.	DISTANCE FROM ASHLAND.	TOWARD SAN FRANCISCO. First Class.	Second Class.
31 — Through Freight. Daily.	15 — Oregon Express. Daily.					16 — Oregon Express. Daily.	32 — Through Freight. Daily.
A M LV 8.00	A M LV 10.45		323.43	dn. DUNSMUIR W.	107.10	P M AR 5.32	P M AR 6.30
				1.10			
No Siding.	f No Siding.		324.53	Upper Soda Springs	106.00	f No Siding	No Siding.
				.64			
No Siding.	f No Siding.		325.17	Shasta Retreat	105.36	f No Siding.	No Siding.
				1.51			
8.17	s 11.00, 11.10		326.68	Shasta Springs (Spur).	103.85	5.18, s 5.10	6.05
				2.35			
8.30	f 11.20		329.03	Cantara	101.50	f 5.02	5.50
				3.70			
9.00	s 11.36		332.73	d. Mott	97.80	s 4.46	5.20
				2.20			
9.20	f 11.45		334.93	McCloud	95.60	f 4.38	5.00
				3.20			
10.15	s 11.57, P M 12.20		338.13	d. SISSON W.	92.40	4.30, s 4.05	4.30
				2.40			
10.32	f 12.27		340.53	Upton	90.00	f **3.58**	**3.58**
				4.90			
11.05	f 12.40		345.43	Black Butte Summit	85.10	f 3.45	3.15
				1.80			
11.20	f 12.46		347.23	Igerna	83.30	f 3.38	3.05
				7.70			
P M 12.15	s 1.15		354.93	d. Edgewood W.	75.60	s 3.08	2.15
				7.50			
1.10	s **1.32**		362.43	d. Gazelle	68.10	s 2.58	**1.32**, **1.10**
				8.20			
1.47	f **1.47**		370.63	Grenada	59.90	f 2.36	12.35
				6.30			
2.23, 3.10	s 2.00		376.93	d. MONTAGUE W.	53.60	s **2.23**	12.10
				5.30			P M
3.45	Foot-note, f **2.10**		382.23	Snowdon	48.30	Foot-note, f **2.10**	11.35
				5.20			
4.25	s 2.21		387.43	d. Ager	43.10	s 1.47	11.05
				4.39			
4.50	s 2.32		391.82	Klamathon	38.71	s 1.30	10.42
				2.71			
5.15	s 2.38, 2.48		394.53	d. Hornbrook W.	36.00	1.20, s 1.10	10.30, 10.20
				4.40			
5.40	f 3.05		398.93	Zuleka	31.60	f 12.55	9.50
				5.40			
6.15	s 3.22		404.33	Coles	26.20	s 12.35	9.20
				4.60			
6.45	f 3.42		408.93	Gregory	21.60	f 12.15 P M	8.45
				1.60			
No Siding.	f No Siding.		410.53	Colestin	20.00	f No Siding.	No Siding.
				3.00			
7.15	s 4.02		413.53	d. Siskiyou	17.00	s 11.55	8.10
				7.30			
8.15	f 4.40		420.83	Steinman W.	9.70	f 11.10	7.15
				5.00			
9.00	f 5.05		425.83	Clawson	4.70	f 10.40	6.40
				4.70			
9.30 P M AR	5.20 P M AR		430.53	dn. ASHLAND W.	0.00	10.20 A M LV	6.20 A M LV
6.20 A M AR	9.30 A M AR			PORTLAND		6.00 P M LV	8.30 P M LV
Daily.	Daily.					Daily.	Daily.

FOOT-NOTE.—No. 15 has right of track against No. 16 to Snowdon until 2.15 P. M.

SPECIAL RULES.

Dunsmuir will be terminal station for all trains.

All trains must procure either orders or clearance cards before leaving their terminal stations.

Trains or light engines between Snowdon and Ashland must reduce speed to safe limit crossing long bridges and trestles.

When trains of same class meet on heavy grade where there is a derailing switch in the passing track, the train going up grade will take siding.

Freight trains will carry no passengers but employees going to or from their work, except as provided in Rule 242.

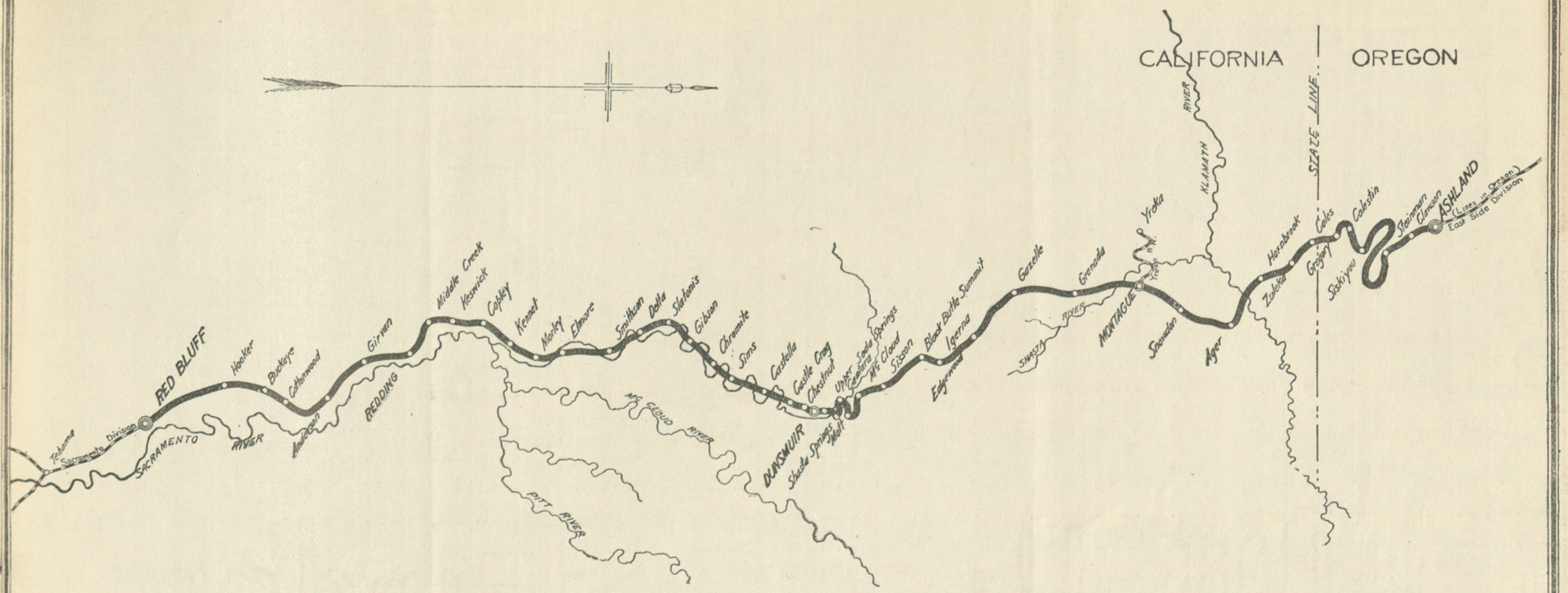
Nos. 17 and 18 will stop on signal at Buckeye and Anderson Brickyard.

Beside those indicated on the time table there are water tanks three-quarters of a mile east of Cantara, one mile east of Coles, and one mile west of Siskiyou.

Registering stations: Red Bluff, Redding, Dunsmuir, Hornbrook, Ashland. Standard clocks are located at these places.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.



MAP

OF THE

SHASTA DIVISION

S.P.CO.

SCALE OF MAP

0 2 4 6 8 10 20 30 40 Miles